





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	2,373 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 509 tons, Captain C. Butchart.

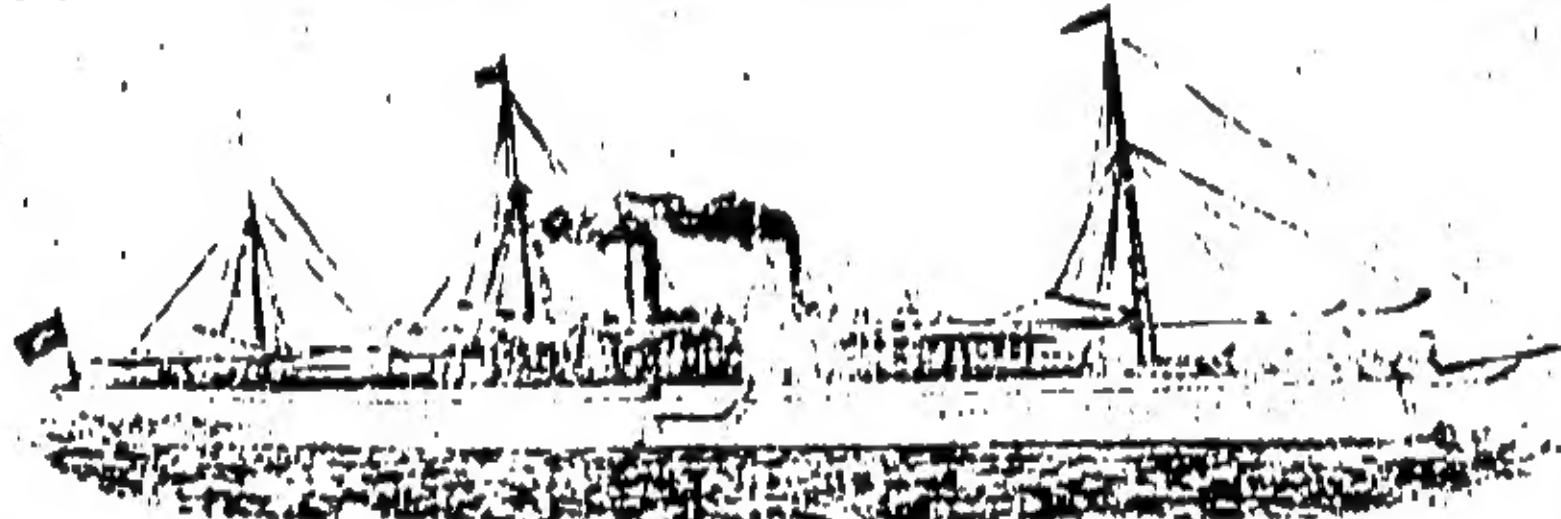
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunking, Kumbuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
 Canton to Tak Hing, Single \$12.50, Return \$21.00.  
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansuet, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.,  
 Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA AND SAVING TO 7 DAYS ACROSS THE PACIFIC.)  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPERESS OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPERESS OF INDIA,"	5,000	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.
"TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 29th Nov.
"EMPERESS OF JAPAN,"	5,000	H. Pybus, R.N.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class, £40. Mid New York £22.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. " £42.  
 THE magnificent, Twin-screw "EMPERESS" Steamship, passes through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
 Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Black Pier. (to

## HAMBURG-AMERIKA LINIE.

STATISTISCHER DIENST

(Taking Cargo at through Bills to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GOSPORT, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA	HAVRE, BREMEN AND HAMBURG.	23rd Sept.
v. Doehren	(Calling at S'PORE, PENANG & COLOMBO).	
SILESIA	HAVRE AND HAMBURG.	4th October.
Bable	(Calling at S'PORE, PENANG & COLOMBO).	
SUEVIA	HAVRE, ANTWERP AND HAMBURG.	10th October.
Knaissel	(Calling at S'PORE, PENANG & COLOMBO).	
SLAVONIA	HAVRE, BREMEN AND HAMBURG.	18th October.
Ruden	(Calling at S'PORE, PENANG & COLOMBO).	
SEGOVIA	HAVRE AND HAMBURG.	1st Nov.
Schönfeldt	(Calling at S'PORE, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE AND HAMBURG.	15th Nov.
Jabury	(Calling at S'PORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE AND HAMBURG.	29th Nov.
v. Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
VANDALIA	NEW YORK VIA SUEZ.	about
Haase	with liberty to call at the Malabar coast.	5th October.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.  
 Daily qualified Doctors are carried.  
 For further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 No. 1, Queen's Buildings.  
 Hongkong, 18th September, 1905.

## D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me, H. N. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed, as attested by 5,700 Recommendations which I have received from all sources.  
 Hongkong, 18th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 27th September.
DAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 24th October.
PRINCESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROON, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above. Calling at NAPLES and GENOA.  
 Shipping Orders will be granted till NOON, on MONDAY, the 25th September, Cargo and Specie will be received on Board until 1 P.M. on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMER ABOUT.

YOKOHAMA & KOBE	PRINZ WALDEMAR	TUESDAY, 16th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 27th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	WEDNESDAY, 11th October.

## NORDDEUTSCHER LLOYD.

Further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

20th September, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.  
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fair for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 5th July, 1905.

## JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMARI	JAPAN	First half October	JAVA PORTS	First half October
TJILATJAP	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.  
 For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY,  
 OF THE  
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, 8th September, 1905.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 10, D'AGUILAR STREET, HONGKONG,  
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanjing Road.

Hongkong, 24th March, 1904.

## F. BLACKHEAD &amp; CO.,

## SHIP-CHANDLERS, SAILMAKERS,

## COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

## AND GENERAL COMMISSION AGENTS.

## GROUND FLOOR,

## ST. GEORGE'S BUILDING,

## HONGKONG.

## SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

## HARTMANN'S RAHTJEN'S GENUINE

## COMPOSITION RED HAND

## BRAND, HARTMANN'S GREY PAINT

## DAIMLER'S PATENT MOTOR

## LAUNCHES, &amp;c.

## Sole Agents for

## FERGUSON'S SPECIAL CREAM

## and

## P. &amp; O. SPECIAL LIQUOR SCOTCH

## WHISKY, &amp;c.

## EVERY KIND OF

## SHIP'S STORES AND REQUISITES

## ALWAYS IN STOCK

## AT

## REASONABLE PRICES.

Hongkong, 7th March, 1905.

## HONGKONG HIGH-LEVEL TRAM-

## WAYS COMPANY, LIMITED,

## IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

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6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

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7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

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# Intimation.

## WM. POWELL, LIMITED.

"ALEXANDRA BUILDINGS"  
Des Vaux Road.

# FURNISHING DEPARTMENT.

We stock everything necessary to a WELL-FURNISHED RESIDENCE.

A Large Variety of  
**BEDSTEADS**  
and  
**BEDDING.**

**SHEETING.**

**COUNTER-PANES**  
and  
**BLANKETS.**

LACE,  
MUSLIN  
and  
TAPESTRY  
**CURTAINS.**

**NEW CARPETS**  
and  
**RUGS.**

BED ROOM,  
DINING ROOM  
and  
DRAWING  
ROOM  
**SUITES**  
made to order.

Illustrated Catalogues  
for all kinds of  
**FURNITURE.**

INSPECTION INVITED.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 21st September, 1905.

# Notice of Firm.

INTERNATIONAL BANKING CORPORATION.

I HAVE this day handed over charge of this Branch to Mr. H. PINCKNEY.  
CHARLES R. SCOTT.  
Hongkong, 18th September, 1905. [941]

# Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, south of Tai Hang Inland Lot No. 102 at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements.	Area.	Annual Rent.	Upset Price.
ft. in. ft. in. ft. in. ft. in.	Acres. Roods. Poles.	£ s. d.	£ s. d.
100 0 87 8 8 7 10 0	0 0 0 0 0 0 0 0	8 7 10	90 4 35

Hongkong, 16th September, 1905. [935]

# Intimations.

A SPECIAL SALE WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 25th, 26th and 27th instant, commencing at 2 P.M.

LADIES' AND CHILDREN'S UNDERCLOTHING, DRESSES, AND OTHER EMBROIDERED ARTICLES.

The Prices of every Article are marked in plain figures.

The Superiors hope to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT, 28, Caine Road.

Hongkong, 19th September, 1905. [944]

# TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE: 15s. per case of 24 bottles (quart.) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents: SIEMSEN & CO.

Hongkong, 1st January, 1905. [937]

# AN APPEAL.

THE SUPERIORS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 20th September, 1905.

# JUST LANDED.

STATIONERY! STATIONERY! STATIONERY!

FANCY BOXES OF NOTE PAPERS and ENVELOPES of the latest design.

AND ALSO

A large variety of Ordinary Papers and Envelopes, now on show.

PRICE VERY MODERATE.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

No. 56 to 58, Elgin Road, Kowloon,

Hongkong, 29th August, 1905. [18]

**Sanitas**

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

"Sanitas" Disinfecting Powder

"Sanitas" Eucalyptus Soap

Kingszett's Fumigating Candles

THE "SANITAS" CO., LTD.

RETINAL GREEN, LONDON, E.

Hongkong, 21st September, 1905. [95]

# Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Daffie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the under-mentioned Timber Materials for One Year from 1st October, 1905, viz.:

TEAK, BARK, THICK, AMERICAN FIR, STIFF SCANTLING, CAMPHOR WOOD, PLANK AND BOARD, HARDWOODS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the twelve months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same.

The Tenders, which will be received till Noon on 28th instant, should be sealed and addressed to the Rear-Admiral, H. M. Naval Yard.

Hongkong, 20th September, 1905. [946]

# GO TO

**WEISMANN'S**  
FOR YOUR  
**BREAD.**

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [66]

**BAY VIEW HOUSE,**  
MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905. [647]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or Crews of the following vessel during her stay in Hongkong Harbour:

CHURCHILL, American 4-masted schooner.

Captain Huffman.—Master.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

# DECAY OF LONDON AS A SEAPORT.

THE PASSING OF THE CRIMP.

That London has seen her best days as a seaport is a melancholy truism which is made the more regrettable by the fact that Londoners seem indifferent to the port's decline. A walk through the docks at Liverpool, Bristol, Shields, and Greenock, says the *St. James's Budget*, gives much comfort to the seeing eye, for not only are dockers and shippers busy, but there are signs on every hand that business men in these places are familiar with up-to-date methods. London's docks and its Salford town show no sign of either one or the other. The docks have a lifeless air, and the sailors' quarter is strangely quiet. Most disquieting fact of all is that the crimp—the parasite who has fed upon sailors' generosity and folly in the days when London was a great port—is removing to Liverpool, Antwerp, and Havre. Compared with Park Lane, Liverpool, Salford town has the quietness of a decayed cemetery. The shops in the sailors' quarter of the world's greatest seaport has a richer supply of the gear loved of deep-water sailors—the gay serge suits, pink socks, and square-toed, Derby-tied shoes for himself, and the gaudy bracelets and ear-rings for the girl he loves. One may see a procession of the seamen of the human race rolling along Park Lane—picturesquely dressed Lascars, Malays, Greeks, Russians, Dutch, French, and English, with here and there a negro as black as Newcastle coal. These are the men with money to throw away—the men dear to the heart of the crimp.

I remember one crimp who lived in one of the fine old Stepney mansions which were the homes of the London eighteenth century merchants, and after some acquaintance with his history, I must express my surprise that he went down to his grave without a violent death. He was an Irishman named Williams—a spare man of middle height, with the calm, impassive face of a Chinaman. In the brisk time of London's trade with the East, when sailors drew anything between sixty and one hundred and fifty pounds for a two years' cruise, Williams had his halcyon days. He had the choicest drinks, served by the prettiest girls according to Jack Tar's ideal of beauty, and the cleverest sifter that one could have found in any sailors' port of the world. Joe Beef, of Montreal, French Andie, of the same city, the Old Man by the Boca at Buenos Ayres have spread their fame among sailors over the four quarters of the globe, but Williams had a renown peculiarly his own. A man would enter his house an hour or so after being paid off from a two or three years' trip. The next morning he would find himself lying in an alley off Ratcliff Highway with but his shirt and breeches left him.

More often than not Williams varied the joke in an even more profitable fashion by Shanghaiing the man on a coffin-ship which, by reason of its over-insurance, was never meant to return from deep water. These were things apart from the ordinary run of his trade. His real business was to supply crews to miserly shipowners and tyrannical captains who grudged good food and fair wages to their men. Williams supplied all grades, from a mate with a captain's ticket to an "ordinary" who was making his first trip, and so throwing extra work on the A.B.'s. The world, the devil, and the flesh had emptied their purses, and they were forced to go to Williams, who gave them meal and malt at exorbitant prices, paid by advance-note. He found them ships, shunned of decent sailors, supplied them with kits, and his bill took at least two-thirds of their wages for the trip. The men were run aboard in a drunken state, so that the ship was in the Channel before they had time to look at the kit for which they had paid such fancy prices. Then the full extent of Williams' humour became visible. In place of the underclothing, socks, boots, and dungarees which make the usual kit, were found two old shirts and the remainder of the bag stuffed with straw. This necessitated a visit to the captain's stow chest, with the result that the sailor would come back with a couple of sovereigns for his long cruise.

In the heat of his anger he would vow "to corpse" the wily crimp when he returned. No more striking proof of the lack of malice in Jack's heart can be given than the fact that, when he did return, if he met the crimp he calmly invited him to have a drink after a hearty curse at his cunning. The drink often became a spree, which led Jack to the crimp's house to finish the night.

Next morning he awoke without a cent, and was forced to stay with Williams until the latter had found him a new ship and a new kit.

Williams regarded himself as a public benefactor. He claimed that he forced men to work who otherwise would have loafed their way through life. "No man likes work," he said, philosophically, "sailors least of all. Of all loafers none is so dangerous as the sailor. The loafing sailor ashore usually finds his way to goal. My manner with them may be a bit rough, but it saves them from the Old Bailey."

The first great blow at the crimp in London and elsewhere was the opening of the Sailors' Homes. The one in Wells Street, London, E., will celebrate its 71st birthday this year, and during its long history the home has been associated with every distinguished sailor of the British Navy and mercantile marine. Its gallery of portraits is as fine a collection of old salts as one would wish to see. The Wells Street Sailors' Home finds sailors ships, draws their wages for them, if necessary, and pays it into a bank, so that the sharks who prey on poor Jack may be escaped, and gives him board and lodging at very moderate rates.

The other blow that the London crimp received—although the effects were left everywhere—was the abolition of the coffin-ship by the Pilmoss line. The line is painted on every ship according to the Board of Trade regulations as to her carrying capacity, and no English ship that is overloaded can leave a British port.

But the littleness of our merchants has begotten about the decay of London trade. At one time great ships sailed from this city to the East, and returned to be unloaded in a London dock. Few great ships enter or leave a London dock nowadays. They make for Antwerp, instead, where the goods destined for London are loaded on small lighters. Twenty years ago we had the great trade direct to and from the East, and the lighter trade to Antwerp, which got its Eastern goods in British barges. And English sailors had big pay-days, and the sharks who preyed upon them were many.

Once again, no grimmer commentary on the decay of London as a seaport can be given than the description by the crimp.

# Consignees.

"SHIRE" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.  
THE Steamship

"FLINTSHIRE."

Captain G. C. Condy, having arrived from the above port, Consignees of Hongkong are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 18th September, 1905. [943]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"

FROM PORTLAND (OR), YOKOHAMA,

Kobe and MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,

Acting General Agent.

Hongkong, 18th September, 1905. [12]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "WRAY CASTLE,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED.

Agents.

Hongkong, 16th September, 1905. [937]

NOTICE TO CONSIGNEES.

STEAMSHIP "BLACKHEATH,"

FROM SOERABAYA AND PROBOLINGGO.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 15th September, 1905. [938]

# Hotels.

**OCCIDENTAL HOTEL.**

**EXCELLENT CUISINE.**

**MODERATE PRICES.**

**ELECTRIC FANS**

TO ORDER IN

EVERY ROOM.

**EUROPEAN MANAGEMENT**

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [17]

**THE ORIENTAL HOTEL,**

MACAO.

THE above Hotel situated on the PRAYA GRANDE, will be opened on SATURDAY, 2nd September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and lofliest in the Colony. The BILLIARD TABLE which has been purchased from the famous Wei Yek is the best in the Far East, and is practically new.

Spirits and Wines of the best quality, CUISINE—Excellent.

For Terms, &c., apply to—

MANAGER.

Macao, 28th August, 1905. [880]

**SAVARESE'S SANDAL CAPSULES**

These capsules are made from the purest sandalwood, and are the most effective remedy for all kinds of skin diseases, such as eczema, psoriasis, and other eruptions.

They are sold in boxes of 10, 20, and 50 capsules, and are available at all chemists and druggists.

Price per box, 1/6, 2/6, and 5/6 respectively.

Prepared by Dr. Savarese, 10, Rue de la Paix, Paris.

# Intimations.



**THE POPULAR SCOTCH IS "BLACK & WHITE"**



**JAMES BUCHANAN & CO.**

SCOTCH WHISKY DISTILLERS.

By Appointment to

**H.M. THE KING**

and

**HRH THE PRINCE OF WALES**

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

the principal Stores. [845]

**A FOOK & Co.,**

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORS, COAL MERCHANTS

AND STEVEDORES OF SIXTY

YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the



## Intimations.

A. S. WATSON & CO.,  
LIMITED.WATSON'S  
E

VERY OLD LIQUEUR

SCOTCH  
WHISKY.THIS  
CELEBRATED  
BLEND  
OF  
THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND  
MELLOWNESS

ATTAINED ONLY BY

GENUINE  
QUALITYAND  
GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.  
Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

GREGOR &amp; CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR &amp; Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

## The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 21, 1905.

## LOCAL AND GENERAL.

IN the additions made to the Zoo during July was a leopard from near Hongkong, presented by Mr. J. A. Bullin.

THE French torpedo vessel *Foudre*, which is carrying two new submarines to Indo-China, left Toulon on 16th ult.

SECOND Lieutenant W. Wilberforce and G. G. Yates have been appointed to the Royal West Kent Regiment from Sandhurst.

THE following modification in Native Infantry Reliefs is sanctioned: 110th Mahratta Light Infantry, China to Poona, and Ahmednagar instead of Bhuji.

A TYPHOON passed over Honoi, the capital of Tonquin, on the 31st August. No lives were lost. The damage done ashore and afloat there is set at \$300,000.

THE system of wireless telegraphy with the Andamans is now working so well that recently signals were exchanged between Port Blair and H.M.S. *Proserpine* over 100 miles out at sea.

THE following telegram has been received from H.B.M. Consul, Newchwang, dated, 20th September. Free pratique granted to arrivals from Hongkong. Prohibition to import rags, earth, etc. continues.

ADMIRAL Richard, the commander-in-chief of the French Far East fleet, arrived at Saigon on the 31st August. A few days afterwards he went to Along Bay, where the *Sully* still lies hard and fast on the rock.

THE *Echo de Paris* prints an article by a foreign diplomat suggesting that in order to put a stop to the designs of other nations on India, England and France should build a south Trans-Asiatic railway to join Tonquin, Burma, India, and Europe.

A SENSATIONAL shipping case was on at Penang a few days ago. The case turns upon a sum of \$50,000 claimed for goods delivered by one Kader Mydin to Venjoor Pakir without a bill of lading. The arrest of the latter—for which a reward of \$500 had been offered—was duly effected. He was bailed out for \$30,000.

THE garrison artillery and infantry drafts for Ceylon, Singapore, and Hongkong will embark on the s.s. *Dunera*, at Southampton, on November 4 next. This will be the through voyage of a transport to the Far East garrisons. The companies of Royal Garrison Artillery at Hongkong and Singapore will remain at their present stations for another year.

THE French Government has just chartered the steamers *Sinait* and *Caobang*, of the Messageries Maritimes, for the transport of troops to Tong-King. The *Sinait* was to sail on Aug. 30 and the *Caobang* on Sept. 5; they are taking out 150 officers and non-commissioned officers, 1,000 soldiers of various branches, and 3,000 tons of provisions and war material.

IN the Summary Jurisdiction Court this afternoon, before His Honour Mr. Justice A. G. Wise, Puisne Judge, the *Siu Cheong* firm sued the *Wo Cheong* for \$18.43, being balance due for goods sold and delivered. Mr. Otto Kong Sing appeared for plaintiffs, the defendant firm neither appearing nor being represented—indebtedness was proved and judgment given for plaintiffs with costs.

IN a case of assault tried before Mr. G. N. Orme, three defendants, Chinese women, appeared in Court with babies strapped on their backs. His Worship asked if the babies were also charged. Being answered in the negative he remarked that in future if babies were brought into Court on their defendant-mothers' backs if the latter were convicted the babies would have to share the sentence!

A STATEMENT is published showing that, in the nine years ending June, 1903, the local authorities in the United Kingdom borrowed one hundred and seventy-seven millions sterling, making a total of indebtedness in two years of four hundred and forty-three millions. During the nine years mentioned the National Debt has increased by one hundred and thirty-one millions, chiefly in consequence of the war in South Africa.

IT is expected that the impending change in the command of the 2nd Battalion Royal West Kent Regiment will give the post of second in command of the 1st Battalion to Major W. R. N. Annesley, D.S.O., of the 1st Battalion at Malta, whilst the vacant majority should go to Captain H. L. C. Moody, of the 2nd Battalion. Both these officers have seen active service, the former in the Nile Expedition, 1884-85, and the latter in the Boer War, 1900-02.

IT appears to the outsider as supremely humorous when a judge of all people should determine to have a holiday only to find that he is kept at his desk by work which he himself has inadvertently set down for himself. Yet that was the position of Mr. Justice Wise to-day. This is the beginning of the "so-called vacation" and Mr. Justice Wise had solemnly assured everybody that he would not dispose of any cases in the afternoon. The Court reporters sang a *Te Deum*, and the clerks praised the heavens. This morning there was nothing on the list, but to everybody's amazement it was found that there was a case set down for hearing this afternoon. Mr. Justice Wise had robbed himself of his first half-holiday—so called—and had to turn up and look as though he enjoyed it.

## LEGISLATIVE COUNCIL.

## THE ESTIMATES.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, C.B.E., Hon. Mr. T. Sercombe Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Mr. Basil Taylor (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. R. Shewan, Hon. Mr. Gershom Stewart, Hon. Mr. C. W. Dickinson, Hon. Mr. Wei Yuk, and Mr. A. G. M. Fletcher (Clerk of Councils).

## MINUTES.

The minutes of the last meeting were read and confirmed.

## FINANCE.

The Colonial Secretary moved that the report of the Finance Committee (No. 7) be adopted. The Colonial Treasurer seconded.

The Colonial Secretary laid on the table Financial Minutes Nos. 35 to 38 and moved that they be referred to the Finance Committee. The Colonial Treasurer seconded.

## THE ESTIMATES.

The Colonial Secretary moved the second reading of the bill entitled an Ordinance to apply a sum not exceeding five million seven hundred and seventeen thousand two hundred and seventy-six dollars to the public service of the year 1906. He said:—Sir, it is usual for the honourable member who is in charge of a Bill to avail himself of the second reading to take the opportunity to say something about the Bill, and to urge its merits, but in view of the very comprehensive explanation of the estimates for 1906, given in the speech from the chair at the meeting a fortnight ago, I think I cannot with advantage make any additional remarks. I will simply content myself with moving the second reading of the bill.

The Colonial Treasurer seconded.

## MR. SHEWAN'S SPEECH.

Hon. Mr. Shewan: After your Excellency's full explanation of the Estimates there is not much left for me to say, but there are one or two points on which I think we should have more light. The Bill in connection with the Widows' and Orphans' Fund has not yet been laid before us and it does not seem to me to be correct to include this appropriation in the Estimates, for if we vote the Estimates we commit ourselves to the principle of a Bill which has not yet been passed. The money it is proposed to appropriate belongs to the Government servants from whose salaries it has been deducted. It is in the nature of a trust fund, and should be treated accordingly, but it is put down in the Estimates as revenue. I feel sure that no auditor or accountant would pass this except as capital from the interest on which the pensions are derived. How the Government can propose to appropriate this large amount of \$250,000 without even saying by your leave to the men to whom it belongs I cannot understand. I notice too that these pensions will require a clerk, etc., costing \$3,000 per annum, so that at the very outset we are plunged into extra expense. This item is put down as exempt from military contribution, but is it so? Ordinance No. 1 of 1901 exempts only proceeds of land sales and leases, and therefore before this money is dealt with a clear understanding must be come to with the Military on the point. As a detail I would ask that the rate of exchange at which the pensions on page 7 of the Estimates are paid in London should be stated, as at present it is very indefinite. The sum of \$491,645 to be spent by the Sanitary Department is to me enormous. How is it, I think I asked the question this time last year, that at Canton where there is little or no such precautions or expenditure, plague is never worse than it is here where we keep an army of men doing nobody seems to know what. Half the money spent on Water Works it seems to me would be far more to the purpose, and instead of so many bacteriologists we might have a trained Entomologist from home who would teach us how to trace out and demolish the white ant and other insect pests which cause a huge loss to this Colony every year by their destruction of property. I regret very much the deferment of the No. 2 section of the Tytam Water Works scheme. You said, Sir, that a large outlay if we can "afford it" would hasten the completion of the project. Then why not afford it. If the outlay cannot be met out of revenue we must have a loan, but do not let us lose a moment in pushing forward, the whole work to completion as soon as possible by every means in our power. I hope that the \$75,000 spent on flushing tanks for the drains will enable us to do away with the present disgusting system of cleaning the sewers by hauling chains through them. While on this subject I would like to protest against the way in which the Praya and other places are all being disfigured by unsightly urinals, which should be built underground, and should not be erected almost immediately below people's offices and verandahs where they are a nuisance and an offence. The comparative figures for 1881 and 1906 are very interesting, but although we spend a great deal more money now I do not know that Hongkong to-day is as pleasant a place as it was then when we did not have the Sanitary Board spending 11.15 per cent. of our revenue. Nor does it seem to me to be creditable that with a far greater population our expenditure on education should, as you say, have dropped from 3.95 per cent. to 2.73 per cent. It is quite right to economise and cut down expenses, but it should not be done at the cost of education. The new scale of salaries for subordinate officials will, I fear, not do very much good. It is a step in the right direction, of course, for if you want a good man you must pay good wages, but you will never secure efficiency until you give the Heads of Departments full power to dismiss incapable men with or without commutation of

pension, otherwise the good men leave while the indolent and incompetent remain with you only to swell your pay roll and pension list. I am sorry to see that the Government has done nothing to stop the influx of Chinese coins from the mainland. It is little short of a disgrace that the people of a British Colony should have to use a debased foreign coin which the banks refuse to accept, and which even the rickshaw coolie will only take at a large discount. There is another matter which the Government if it wishes to assist the trade of this Colony might look into, and that is, the registration of Chinese partnerships. The present system or want of system only plays into the hands of bank compromisers and others who try to make money by guaranteeing obscure or unknown Chinese hong and firms, and much misery and loss might have been prevented this year if merchants and traders had been able to know better with whom they were dealing. I am glad to hear that something is to be done to give better roads to Kowloon, but why does the Government tinker at the matter in this way? Why can it not draw up a fixed and definite scheme of wide roads and broad boulevards for Kowloon and the New Territory to which all building sites and buildings must conform instead of the present haphazard system of running a street here and a road there just as some one happens to put up a building? It will have to be done all over again just as in London to-day they have a Royal Commission whose report runs into 8 volumes, laying down a scheme of road improvements for London which is estimated to cost about thirty million pounds, nearly all of which with the greater part of it might have been avoided and saved if the Government of that day had adopted the advice and carried out the plans submitted to them by Sir Christopher Wren and John Evelyn for the rebuilding of the town after the Great Fire of London. It will be the same with Kowloon later on if we do not look ahead and exercise a little forethought and imagination.

Stimulating industries would, I think, be best effected by the Government giving up its practice of always exacting the last cent whenever a piece of ground is wanted for a new industry. I know of one contemplated industry which was seriously intended to start in Canton on this account. In another case the Company which had bought the ground from the Government and cleared it of squatters at its own expense was asked 12 times the original cost for a small piece it wanted for an extension for housing its workmen. Needless to say the ground was not bought, and the last time I saw it was still lying idle. In another case a concern was called to account for making a path to a piece of ground on the top of a hill which it had bought from the Government, although in what other way the men, not being birds, was supposed to get there I have never understood. In a third case it was attempted to bring a factory to book for having built a well within its curtilage, but this fell through, because on being asked the Government could not explain what the curtilage was. With regard to the last item touched upon by your Excellency "Sport," I am quite in agreement with Mr. Kipling, and do not think in this Colony it requires any encouragement from the Government. If our young men were but to serve their masters as diligently as they serve their god "Sport," we should not see the British slowly driven out of the trade of China by the hardworking German, the thrifty Japanese and the untiring Chinaman. In trade and commerce to-day the race is to the man who gives himself entirely up to it, and who like St. Paul has put away childish things. We shall never regain our old position in the Far East by encouraging our men to dream all day of polo ponies, cricket matches, and boat races.

## THE COLONY'S OPINION.

The Hon. Mr. Gershom Stewart said:—After the luminous and comprehensive review which we all had the pleasure of listening to from your Excellency on the first reading of the Estimates for 1906 it may perhaps appear to some unnecessary to say much more upon a subject which has been dealt with already in such a masterly and thorough manner. As Mr. Shewan and myself have, however, been detailed by the Unofficial Members to review the Government programme, I ask your indulgence in giving you some ideas which occur to me on the subject. It would not in any case be right if the unofficial members, however content they may be at the general position, passed this Bill in silence and voted away about \$700,000 of public money without comment of any sort. To do so suggests two possibilities: 1. That the unofficial members are so good—a possibility I have more than once seen darkly hinted at—or, secondly, that the Administration has arrived at a state of perfection and is above criticism. As to the first I am in too delicate a position to offer any opinion; and to admit the second would be lamentable to us all, for as things are ever changing in this restless world the next change which must come after perfection is a step towards decay. I think Mr. Shewan has shown there are imperfections enough in the Government programme to make one feel assured that we still belong to a healthy and progressive body.

## WIDOWS' AND ORPHANS' FUND.

The sum of \$249,000 brought in under this heading is a novel departure and one requiring some explanation. We have no figures of any sort on which to form an opinion as to this novel departure. It seems to be exempt from Military Contribution, but how that exemption is effected we have no means of knowing. If a vote of this Council is sufficient to excuse any item of revenue received from this 20% tax it is a precedent which will probably be freely availed of in the future. In addition to our affairs it seems a large order that, by a stroke of the pen, the taxpayers should be called upon to accept the responsibility of a life insurance company. When the Bill explaining this item comes on for consideration we can then consider the details of the scheme. Meantime our only course is to vote solidly against the inclusion of

the figures in the Estimates and to publicly state that we view the whole project with disavour.

## BOARDING PUBLIC WORKS.

You will pardon me if I appear exacting as to the demands for public works, but you will remember that for so solid years from 1894 and onwards all our spare money went towards fighting the plague, and it is only now that we can undertake many useful works, which have been unavoidably held over. An immense increase in the opium revenue coincides with a great improvement in the public health, and we are naturally desirous of utilizing to the full the strong position we are in at the present time, and do everything in our power to make up the leeway we lost in the ten plague years. Firstly, and chiefly, the point in the Government programme which calls for adverse comment is the cessation of work upon the scheme of a reservoir at Tytam Tuk, which will, when complete, solve, as far as it is possible for us to solve, the question of a constant supply of water to the island of Hongkong. This is of such paramount importance to the best interests of the Colony that any delay is to be much deprecated. I trust sincerely that the arrangements for pumping are being developed to prevent as far as possible the wastage of good water running through Tytam valley to the sea. There are three questions which I hope the Director of Public Works will answer when the estimates for his department come to be passed:—

(1) During the last five years how long during each year has the whole Colony had a constant water supply?

(2) What progress has been made with the rider main system, and what saving does he estimate will ensue?

(3) What amount of water is estimated to carry on the new system of flushing sewers, and will it be all fresh water? With regard to the last item it is not possible, in some way, to use some of those catenars which go foaming to the sea in wet weather on the north side of the island, in some degree impounded and harnessed to do the work of flushing drains. After six months dry weather in the Spring it is trying to all of us to see quantities of good bath water and drinking water go gurgling down the sewers.

Those of us who lived through the drought of 1902 and know the annual recurrence of a short supply on the upper levels can only view with regret any failure to cope with that most irksome affliction. It produces also injustice—I have known parents paying large taxes submit to see their children unwashed. I have known a high military officer stand and see his house and all his treasures consumed by fire before his eyes, helpless for want of water, and then when every coolie in the town was enjoying a full constant supply. I think that it may fairly be claimed that the attitude of the Executive towards the water supply has been justly open to criticism during the last 15 years. When Tytam was finished they seemed to think that finally had been arrived at and that they could fold their hands and sit down and do nothing. The supply into all the houses in the town soon dissipated that idea and it is therefore with regret that one sees any relaxation towards the much-desired end—a full and constant water supply.

## SANITARY EXPENDITURE.

With a clean plague sheet, a happy state shared also by the city of Canton which has no Sanitary Board, the amount of \$491,645 put down for sanitary expenses seems enormous. If one protests too loudly the bogey of the Colony's ruin and plague tearing rampant through the streets is shaken before our eyes. It is not an item, therefore, that non-expert people can take a strong stand against. At the same time we may be pardoned for drawing your Excellency's particular attention to this great outlay of public funds and we appeal to you with your acknowledged grasp of detail and capacity for organisation to satisfy yourself that we get full value for our money. It is difficult for any one to feel assured that over 500 men can be fully and constantly employed. Were it not for a reduction of \$5,000 for disinfectants the total amount of this vote would exceed \$500,000 and be greater than 1905. The diminution of \$25,000 in the anticipated revenue from felling trees is very welcome to all of us who love our woodland scenery, and while on the subject of trees, I would like to compliment the Government on their scheme for planting the hills on the north side of the harbour and I hope to see the red-headed hills in Kowloon included in their programme, and perhaps wreathed with laurels. By the increase in trees means that so much less earth is worked by rainstorms into the harbour and on the principle prevention is always better than cure the more woods you have the less work you will have to do when it comes to dredging the harbour. The approaches to the town from the harbour are, as they have been for a very long time, in a poor condition, and I see no provision for their improvement in the present budget.

## THE PIERS.

The dilapidated matcheds which at times ornament the three chief piers are, I maintain, unworthy approaches to a port which claims to be the third in the world. A spark from the funnel of a steam launch was sufficient to remove the ferry matcheds in a few moments a month or two ago, and the gale we had on August 30, which was not a very severe one, was sufficient to demolish the covering at Queen's Statue Wharf. Luckily the covering at Blake Pier has stood, although in a somewhat decrepit state, and it would take but little to dissipate the venerable relic from amongst us. When it is remembered how the sun pours down and the rain also upon just and unjust alike I feel it is not asking too much when we express the wish that the elaborate plan for a proper approach to Blake Pier, which has existed for many years, be extracted from their official pigeon hole and the work proceeded with forthwith.

## THE CLOCK TOWER.

If your Excellency would, further, take the Clock Tower by the hand and lead it down towards the waterfront and endow it with a large,

clean, new face so that it could pass the time of day to every ship in the harbour a busy street would be relieved of a long standing congestion and a considerable improvement would be effected.

I note with gratitude that the requirements for improved typhoon shelter have your Excellency's support and sympathy, may good wishes soon be translated into action, and it will be a joyful day to folk afloat when they see the foundation stone of a new breakwater lake its first plunge into the waters of this storm-wracked harbour (hear, hear).

One of the smallest items of expenditure—at least with the exception of Queen's College fees—is on page 55. It is the Ecclesiastical vote of \$3,500. With regard to this item, I respect the opinion of those who think there should be no State aid to religion. Although I do not hold that opinion myself I consider that under limitations it is advisable and at times even necessary. That the item appears at all in these estimates shows that the principle is accepted, and that being the case it seems to me that we do not err on the side of generosity. Much work is done in visiting the gnot and hospitals, and attending to the destitute and miserable by ministers of all denominations, and the reward for these services appears to be entirely inadequate. With a revenue of \$7,000,000 and the principle of State aid to religion admitted the Colony acquires its duty to its conscience cheaply by devoting about one sovereign per diem to service of this nature.

## DESTITUTE.

This subject naturally makes one think of destitutes, and of the increase in that field of charity, which your Excellency desires us for our own moral advancement to deal with by individual as opposed to public effort. I quite recognise the extreme undesirability of making things too easy for the unfortunate, who, in many instances, are the idle and self-indulgent. At the same time it is a bad policy to press a willing horse too far, and the charitable would appreciate stronger effort on the part of the Executive to protect them from the ever-increasing invasion from outside of the destitute and penniless European. Cases in plenty arise of ill-health and bad luck amongst our own residents to occupy us, and without being niggardly it is manifestly our duty to first take care of our own household.

## KOWLOON-CANTON RAILWAY.

For the earnest activity with which your Excellency has endeavoured to promote the Kowloon-Canton Railway the whole colony is grateful (applause), and we await with interest and anxiety the result of the present negotiations. Whatever the delay may be about these negotiations, I hope that your Excellency will pursue the policy of constructing that portion of the line lying within our own border (applause), for to see it running will have a fine moral effect upon public opinion in South China, and I am sanguine enough to believe that in many ways it would repay us the cost of outlay.

## THE NEW TERRITORY.

As far as my observation has served me the New Territory has up to now grown little beyond what the inhabitants require for themselves. Give them a quick and ready access to the Hongkong market and this will be changed, and I hope that our new Territory with an industrious and increasing population, rendered possible by augmented facilities for transport and communication will spring forward into a new life. I think under the influence of the skillful husbandman, active because of a good market at hand for his produce, we will see many of those barren hills rejoice and bring forth fruit, and many places now lying waste will come to bloom and blossom like the rose. Succeeding generations will share with us the benefit of anything done now. Let us therefore if need be borrow to ensure the speedy accomplishment of work. To pay for everything out of income although admirable in many ways is a policy of caution which may at times be wisely departed from with an ample revenue, with a clean bill of health, with an energetic Governor who is also an engineer, with a zealous officer at the head of the P.W.D., backed up, I hope, and believe by a keen and efficient department, with labour as ever abundant and with the public purse able and willing to pay for any assistance his department may require; the present seems a golden opportunity for us to be up and doing. Let us see that we avail ourselves, as far as we can, of the auspicious fortune which the Fates have given us. With the reservations I have mentioned I have pleasure in supporting the second reading of the Bill (applause).

## THE GOVERNOR'S REPLY.

H.E. the Governor first thanked the hon. Mr. Gershom Stewart for his very clear exposition of what he considered to be the views of the Colony in matters of public works, of the Canton-Kowloon railway, and of the New Territories. No exception having been taken to that view by other members of Council he took it as representing the opinion of the community, and, as such, said it would be most valuable in supporting him in the various schemes that they had in hand and in contemplation (applause). He then went into the details of the two speeches which had been delivered and at the outset said he was not prepared at the present moment to give a full explanation of the proposal to transfer to Government the Widows and Orphans Pension Fund the principle of which proposal was accepted by the Government in Council and by the directors of the fund several years ago, nor at the present time could he furnish the Council with the reasons which led them to pass the existing ordinance and several preceding ordinances which embodied many principles which would be included in the new Widows and Orphans' Pension Fund ordinance. Before effect could be given to the financial arrangements embodied in the estimates before them with regard to the fund the Bill which would be introduced had to be passed by the Council, and ample opportunity would be given to the Council to consider and discuss its provisions. In the meantime it was desirable to transfer the fund with the issue of the larger pension which the transfer would give to the widows and orphans of past contributors. It was desirable that this should take effect from the commencement of next year. It had been necessary to take into consideration, in the estimates, the financial arrangements and he trusted that hon. members would see fit to leave further discussion of the matter until the Bill was before them. It was his intention that the Bill should be before them before they were called upon to vote the small amounts in the estimates of expenditure for administering the fund, but he received a representation from certain gentlemen interested, or whose widows and orphans would be interested in the fund, and he wished to consider carefully that representation before proceeding with the measure. He mentioned, however, that the Bill would contain a clause, sanctioned by the Secretary of State, exempting the contributions to the fund from the Ordinance dealing with military contribution. His Excellency then dwelt on the question of expenditure on the Sanitary department and in the course of his remarks referred to the great improvements in mortality statistics during the past few years and while not going so far as to claim that



Improvements were due to the measures taken by the Government, which they could not be cited by hon. members to show that these measures had been taken, and that the expenditure on Sanitary measures had been reduced. At the same time the Government would have every reason to be satisfied that the measures were not wasted, and that the saving in actual expenditure would be a great deal more than the saving on the estimates, and if it was they would be able to still further decrease the expenditure next year. Alluding to the work on the sewerage at Tsim Sha Tsui, he said that that on the No. 1 section would be completed next year, while works on the No. 2 section would be commenced as soon as possible, and there was no intention on the part of Government to shelve the project to another day. With regard to the desalination of water, the Hon. Mr. Shaw would not doubt the questions. He agreed that the approaches to the Colony were not what they should be, but he was inclined to look upon the work of replacing the matchless as less necessary than other works as provided for in the estimates. With regard to the removal of the Clock Tower, he was not certain that there was any real public desire to have it removed, but he was not certain that such was the case. If he was satisfied that there was a real desire to have that old monument removed, he would be quite prepared to take steps to that effect. As to the urinals on the Praya, he was not at all certain that they were not in their best places, and where the majority of people were who would use them. Regarding the vote for education, he was considering the subject, and possibly might arrive at some solution, but he was not educating his people but a fluctuating population mostly subjects of China. With regard to the prevention of Chinese coinage coming into the Colony, it would be interesting to have a definite statement from the Chamber of Commerce on the matter, and also one relating to the registration of Chinese partnerships. The Hon. Mr. Gresham Stewart quite correctly represented his view as to charity, so that it was unnecessary for his Excellency to deal further in the matter. As to stopping the importation of Hongkong by desalination, a bill was passed last night, which, it was hoped, would lead to have the effect that was desired. One point he had omitted to touch upon—that with reference to roads and boulevards in Kowloon and the New Territory. There was a scheme of roads already planned. Hon. Mr. Shaw—Is it published? H.E. the Governor—It may be it is not desirable to publish it. Continuing, his Excellency referred to the price charged for Government land, and said the general principle with regard to the price was the market value. The bill was then referred to the Finance Committee.

**NEW TERRITORIES LAND ORDINANCE.**  
The Attorney General moved the second reading of the bill entitled an Ordinance to amend the New Territories Land Ordinance, 1905.

The Colonial Secretary seconded, and the Council went into Committee on the Bill.

**MERCHANT SHIPPING ORDINANCE.**

The Attorney General moved the third reading of the bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes.

The Colonial Secretary seconded.

Bill read and passed.

**PROTECTION OF WOMEN AND GIRLS.**

The Attorney General moved the third reading of the bill entitled an Ordinance further to amend the Protection of Women and Girls Ordinance, 1897.

The Colonial Secretary seconded.

Bill passed.

**IMMORAL SOLICITATIONS.**

The Attorney General moved the third reading of a Bill entitled an Ordinance to amend the Summary Offences Ordinance, 1845.

The Colonial Secretary seconded and the motion was carried.

**MARRIED WOMEN'S MAINTENANCE.**

The Council went into Committee on the Bill entitled an Ordinance relating to the summary jurisdiction of Magistrates in reference to married women.

Upon resuming the Attorney General moved the third reading of the Bill.

The Colonial Secretary seconded, and the bill was read a third time and passed.

**PROPOSED NEW TRAMWAY.**

The reading of the Bill entitled an Ordinance for authorizing the construction of a tramway within the Colony of Hongkong was postponed.

**WIDOWS' AND ORPHANS' PENSION FUND.**

The first reading of a Bill entitled an Ordinance to transfer to the general revenue the moneys standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for future payment of pensions to the widows and orphans of deceased public officers, and to make the payment of the same a charge upon and payable out of the said general revenue, was not proceeded with.

The Council adjourned.

**FINANCE COMMITTEE.**

A meeting of the Finance Committee was held immediately after the meeting of the Legislative Council, the Colonial Secretary presiding. The following votes were recommended for adoption by the Council.

**THE ESTIMATES.**

During the discussion on the Appropriation bill the Hon. Mr. Shaw moved the deletion of \$30,000 from an item of \$60,771 for the Widows' and Orphans' Pension fund. After discussion the Council divided and the resolution was lost.

**DAMAGES BY TYPHOONS.**

A sum of \$356 in aid of the vote, Botanical and Arborescence Department, other charges, maintenance of gardens and grounds for cost of repainting the damages done by the recent typhoons and rainstorms.

**MISCELLANEOUS EXPENDITURE.**

A sum of \$7,500 in aid of the vote, 22 miscellaneous services, for the following items—

Other miscellaneous services..... 500

Refunds of revenue..... 7,000

Total.....\$7,500

**STANLEY POLICE STATION.**

A sum of \$400 in aid of the vote, public works extraordinary, for the following—

Miscellaneous Works—

Converting a room in the Stanley Police Station into a drying room and fitting up a drying stove in the room.....\$30

Erecting a small watch on the ground in front of the Station.....120

Total.....\$150

**PUBLIC HEALTH ORDINANCE.**

A sum of \$450 in aid of the vote, Sanitary Department, other charges, incidental expenses, for printing 125 copies of the new edition of the Public Health and Buildings Ordinance, 1905.

**VICTORIA BRITISH SCHOOL.**

A sum of \$50 in aid of the vote, Education Department, other charges, for furniture, and other articles for the school. An amended bill will be presented.

## TELEGRAM.

## HONGKONG TELEGRAPH SERVICE.

## CURZON AND EDUCATION. SELF-GOVERNMENT FOR INDIA.

[From Our Own Correspondent.]

Singapore, 21st September, 12 noon.

Lord Curzon in his farewell speeches to the Education Department, and to the officers, dwelt on the subject of education as being a most important step towards the gradual spread of self-government throughout the vast Indian Empire.

He described his education reform as the beginning of the Indian renaissance.

**SHIPPING TRISAM.**

The steamer *Hsin Chang* was launched Aug. 17th at Yokohama, by Messrs. Napier and Millar, for the China Merchants' Steam Navigation Company. Her dimensions are—

Length, 270 ft.; breadth, 40 ft.; and depth, 31 ft. 6 in.; with a gross tonnage of about 2,000 tons. She has been built for the China coast trade, with poop, bridge, and topgallant forecastle. The machinery, which is being supplied by Messrs. Dunsinuir and Jackson, Govan, consists of triple-expansion engines, having two boilers of large size. The hull and machinery have been constructed under the direction of Messrs. G. and J. Weir (Limited), engineers, of Glasgow.

The Merchant Service Guild has received the following letter from the Marquis de Soveral, the Portuguese Minister in London, in recognition of the gallant services done by Captain Higgins, *s.s. Clan Mackay*, one of the celebrated Clan Line steamers belonging to Glasgow:—"With reference to my letter of the 24th of May last, I now have the honour, by desire of my Government, to forward to you, for presentation to Captain C. J. Higgins, captain of the *s.s. Clan Mackay*, the Diploma and Cross of the Order of Christ, which His Majesty the King of Portugal has been pleased to confer upon him, and a gold chronometer presented to him by His Faithful Majesty's Government, in recognition of his most valuable services, rendered on the occasion of the foundering of the Portuguese Transport *San Thome*. The *San Thome* was on her way to Macao at the time of the disaster."

The steamer *Katping*, built to the order of the Chinese Engineering and Mining Company by Swan, Hunter and Wigham-Richardson, Wallsend-on-Tyne, had her trial trip on 17th ult. The vessel measures—Length over all, 323 ft.; beam, extreme, 44 ft. 3 in.; and depth moulded, 23 ft.; and has been designed for the owners' special trade on the China coast. She has been built to Lloyd's highest class, spar-deck rule. Accommodation has been provided for first-class passengers and a large number of Chinese passengers. The vessel has been designed to carry a large cargo on a draught of 18 ft. 9 in., and to steam 12½ knots at this draught. The engines have been constructed by the Wallsend Slipway and Engineering Company, and consist of a set of triple-expansion engines; steam being supplied by two large single-ended boilers working at 180 lbs. pressure. On the trial trip the machinery worked without the slightest hitch, and a mean speed of 13 knots was attained, the vessel being fully loaded. The vessel has been built under supervision of Captain Macfarlane.

**INTERPORT SHOOTING.**

Commenting on a correspondent's letter, the *S. F. Press* says:—

Regarding "Lee-Enfield's" proposal to raise subscriptions for a permanent trophy for the now historical annual rifle match between Shanghai, Hongkong, and Singapore, we would counsel the Committee of the Singapore Rifle Association to sound the Committees at Hongkong and Shanghai on the subject before taking steps locally. We would adhere also to our original proposal that Hongkong, as the central competing team, be asked to organise any action in the direction alluded to. "And we feel sure that in the experienced hands of Mr. M. Stafford Northcote, who is the Secretary of the Rifle Association at Hongkong, the matter would be initiated on a sound basis, if the three Committees came to a complete understanding. A common and identical appeal would then be made to the public of the three Settlements, and signed conjointly by the Presidents and Secretaries of the three Associations. The first step is to consider the matter here, and then to communicate with Hongkong, who could refer to Shanghai, and report the Shanghai view back to Singapore with its own comments and ideas. We hope the idea will go through this time. The trophy should be large enough to give the names of the teams since the match began, as well as provide space for the future. Or as that might become too much, the team totals should be recorded annually on the trophy, and local provision be made for keeping records of the local teams."

A complimentary article on Hongkong appears in the *Economiste Français* on the first page of the World—Hongkong. It is based on a report by M. Liebert, French Consul at Hongkong, though the figures dealt with are only those for 1904. Last year we thought did even better. By the importance of its knowledge the island plays a part that merits attention, and for France it has considerable interest because of its proximity to the French possessions in the Far East.—*S. F. Press*.

## TELEGRAMS.

## HONGKONG TELEGRAPH SERVICE.

## Second Hague Conference Proposed. London, 20th September.

The Tsar proposes to invite the Powers to a second Hague conference, President Roosevelt, in deference to the Tsar, agreeing that the initiative had better be taken by the originator of the first conference.

**M. Komura.**

M. Komura is convalescent.

**The Riots at Baku.**

Murders, pillage and incendiarism continue at Baku. Eleven derricks on the Viceroy's oil-field, hitherto efficiently protected, were burned yesterday.

The insurgents are obstructing the attacking trains in the Tiflis district.

[The Russian Government, which derives a greater revenue from Baku than is obtained from any other town of 250,000 population in the world, must have lost millions of roubles on royalties and taxes on kerosene. In a disturbance on an oil field the workers can always burn down the whole works in a very short time with the greatest of ease. Nor were the strikers slow at Baku, last December, nor only to threaten, but to carry out their threats with regard to this. During the trouble, which lasted for a couple of weeks, 120 derricks were burned in the oil fields of Balakhan, and there was a shortage of about 50,000,000 gallons of crude oil in that one month alone.—*Ed. H. K. T.*]

**Germany and Morocco.**

Later.

The negotiations concerning the Morocco conference are beginning to excite uneasiness; it is stated that the pretensions of Germany are growing, and even include a claim to the port of Mogador.

**The Russian Reforms.**

The bulk of the population of Russia is indifferent to the approaching parliamentary elections, and only a small percentage are taking up the franchise, being dissatisfied with the iniquitous representation of the cities.

[*Strait Times*]

**"Mikasa" Disaster.**

SHIP MAY POSSIBLY BE REPAIRED.

London, 14th September.

The papers express the most profound sympathy with Japan in the *Mikasa* disaster, and they recall similar disasters which have occurred in the British Navy.

The *Mikasa* was anchored at Sasebo.

The fire started at the base of the mainmast and spread very rapidly, exploding the magazine nearly an hour after it was discovered.

The ship sank in shallow water, but it is believed that there is possibility of repairing her.

Admiral Togo was not on board at the time.

**At Baku.**

Firing continues in the outskirts of Baku. Incendiarism and plunder are rife at Balakhan.

Many factories on the Volga are in want of fuel.

**Baku Oil Fields.**

OWNERS PAY BANDITS FOR PROTECTION.

The Baku oil producers' memorandum to the Minister of Finance points out the helplessness of the police guard at the oil-fields.

They (the producers) declare that they have decided to pay the bandits an enormous sum monthly as ransom for the safety of life and property at Baku.

**Finnish Conference.**

DISPERSED WITH THE BAYONET.

Eight hundred delegates from all the towns of Finland met at Helsinki to discuss the political situation.

A police order to disperse was ignored, whereupon the military were summoned and the delegates were dispersed with fixed bayonets.

**Palopo Occupied.**

Soerabaya, 17th September.

The Dutch troops have attacked Palopo, the capital of the refractory in Luwu.

The enemy sustained rather heavy losses, the Dutch had only six wounded.

On Monday afternoon, Palopo was occupied by the Dutch.

The Queen fled.

**STATUE OF QUEEN ALEXANDRA.**

The commission for the first public statue of Queen Alexandra that has so far been erected has just been given to Mr. George E. Wade, the well-known sculptor. Its destination is Hongkong. The new statue is being erected out of a fund raised in connection with the celebration of the Coronation in Hongkong. The life-size statue, which will be bronze, will represent Her Majesty in her Coronation robes.—*L. and C. Express*.

A recent United States Consular report notes that the demand for paper in China is increasing at a far greater rate than any local supply is likely to increase. The prospect is that before long the paper situation in China will become acute, and it is reasonably certain that a change from present conditions must come before long, no matter how great the local supply promises to become.

**SHIPPING AND MAILS.**

**MAILS DUE.**

German (*Rosa*) 26th inst.

Canadian (*Empress of China*) 26th inst.

American (*Clifton*) 27th inst.

American (*Albatross*) 28th inst.

Indian (*Kilgobbin*) 29th inst.

The *C. P. R. Co.'s s.s. Empress of China* arrived at Shanghai at 6.30 a.m. on 21st inst. and leaves again at 7 p.m. same day for Hongkong where she is due to arrive at 6 a.m. on 23rd inst.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## THE PUBLIC LIBRARY.

To the Editor of the "Hongkong Telegraph."

SIR,—In reply to your correspondent "Bookworm," I am pleased to be able to inform you that it is hoped that the City Hall Lending Library will be re-opened in a very few days.

Unfortunately for the readers, the Library (and the Museum) are under the dancing halls, and the floors of the latter form the ceiling of the former. These floors require careful inspection every summer, and this year it was found necessary to take down the plaster ceilings and replace them with cement plaster on metal lathing, in order to avoid a repetition of the accident which nearly resulted in the extinguishment of one of our leading Scots on his national fête day. Any one familiar with the methods of a Chinese contractor knows that he is a man to whom time is no object and all attempts at hurrying him are futile, and his "three weeks" soon expands into "three months." However, the work is very nearly finished, and in the meantime if your correspondent can summon up sufficient energy to mount to the first floor he will find in a cool and airy reading room periodicals quite up-to-date, including the important local journal known as the *Hongkong Telegraph*, wherein to nourish his hungry brains. I must confess that until I was enlightened by your correspondent I was under the impression that more reading was done in the long winter nights, than in the light summer evenings when bathing parties and moonlight picnics hold the field.—Yours, &c.,

THE LIBRARIAN.

Hongkong, 20th September, 1905.

**THE Y.M.C.A.**

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The reference to the Y.M.C.A. in your edition of the 20th inst. was, indeed, well timed. Why it is called a "Christian Association" it is hard to divine. To think that a body who designate themselves a "Christian Association" should debate as to whether soldiers or sailors should be admitted is quite undiscernable. And more, it is totally against the teachings of the Great Master (whom I presume the Y.M.C.A. profess to follow) who said "Inasmuch as ye have done it unto one of these, the least of my brethren, ye have done it unto me." It may be well to add, that, but for our soldiers and sailors, these high pedestals of Christianity could not enjoy the privileges as at present, or be in a position to dominate in a country so far from the homeland.—I am, etc.,

A CITIZEN.

Hongkong, 21st September, 1905.

THE numerous friends in the Far East of Mr. Harry C. Smart, who did many a good "trick at the wheel" in the offices of Eastern Journals, including the *Hongkong Telegraph*, in the nineties, will be interested to hear that he has now blossomed forth as editor of that bright little London weekly *The Regiment*, which has a huge circulation throughout the British Army. "Harry" has done lots of volunteering in years gone by, and in the Boer War served with the Australian contingent, being attached to the Light Horse scouts which did excellent work throughout the campaign. He has settled down for good in London-town and recently married Daisy, the charming and accomplished daughter of Mrs. M. Foster of "Northfields," Chingford, Bravo, Harry! That your married life may be a long, prosperous and happy one, is, you may be sure, the sincere wish of all who had the pleasure of being associated with you in the realms of journalism out East.—*Strait Echo*.

**COMMERCIAL.**

**RAUB GOLD MINE.**

The result of work for 4 weeks ending 9th September was:—

Bukit Koman. Stone crushed 3,554 tons, Gold obtained 570 oz. Average per ton 3.20 dwts.

Bukit Malacca. Stone crushed 2,523 tons, Gold obtained 153 oz. Average per ton 1.40 dwts.

**TO-DAY'S EXCHANGE.**

*Selling.*

London—Bank T.T. .... 11/11 3/16

Do. demand ..... 11/11 1/2

Do. 4 months' sight ..... 11/11 1/4

France—Bank T.T. .... 243

America—Bank T.T. .... 40 1/2

Germany—Bank T.T. .... 97 1/2

India T.T. .... 144 1/2

Do. demand ..... 144 1/2

Shanghai—Bank T.T. .... 7 1/2

Singapore T.T. .... 9 1/2 prem.

Japan—Bank T.T. .... 94 1/2

Java—Bank T.T. .... 110 1/2

*Buying.*

4 months' sight L/C. .... 11/11 1/2

6 months' sight L/C. .... 11/11 1/4

30 days' sight San Francisco & New York 4 1/2

4 months' sight do. .... 4 1/2

30 days' sight Sydney and Melbourne ..... 11/11 1/2

4 months' sight France ..... 243

6 months' sight do. .... 243 1/2

4 months' sight Germany ..... 200 1/2

Bar Silver ..... 38 1/2

Bank of England rate ..... 3 1/2

Supra ..... 10 1/2

**ORIGIN QUOTATIONS.**

To-day's quotations are as follows:—

Malwa New ..... 11/105 1/2

Old ..... 11/105 1/2

Older ..... 11/105 1/2

Older ..... 11/105 1/2

Older ..... 11/105 1/2

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Older ..... 11/105 1/2











## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

"SIMLA,"  
Capt. C. D. Goldsmith, R.N.R., carrying His Ma-  
jesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 23rd Sept.,  
about noon, taking Passengers and Cargo for the  
S.S. Himalaya, 6,800 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Arabia,  
due in London on the 4th November.

Parcels will be received at this Office until  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 9th September, 1905.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LON-  
DON, HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK-SEA PORTS.

## The S.S. "POLYNESEIEN."

Captain Broc, will be despatched for  
MARSEILLES on TUESDAY, the 3rd  
October, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. CALEDONIAN ..... 17th October.

S.S. OCEANIAN ..... 31st October.

S.S. SALAZIE ..... 14th November.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 20th September, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut ..... 9,600 E. V. Roberts 14th Oct.

Hyades ..... 3,753 Geo. Wright 11th Nov.

Tremont ..... 9,600 T. W. Garlick 24th Nov.

Lyra ..... 4,417 G. V. Williams 9th Dec.

Pleades ..... 3,753 F. G. Purington 29th Dec.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens Buildings.

Hongkong, 21st September, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

## GENERAL HOUSEHOLD

## FOR

## REQUISITES:

## EASTMAN'S

&amp;c., &amp;c., &amp;c.

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 250.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 10th May, 1904.

## To Let.

SHOPS TO LET  
IN  
QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occu-  
pied by the ROBINSON PIANO CO.,  
possession at an early date; and No. 25, under  
HONGKONG HOTEL.

For Particulars, apply to—

W. BREWER & Co.

Hongkong, 12th September, 1905.

## TO LET.

No. 15, KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 5th September, 1905.

## TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIFORD TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th August, 1905.

## TO LET.

No. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905.

## TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

## TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

## TO LET.

No. 15, PRAVA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large

Rooms also Bath Rooms and Fine

Verandah. Spacious Gardens attached.

Apply to—

A. A. DA ROZA,

20, Connaught Road.

Hongkong, 15th September, 1905.

## TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms: GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Agular Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

## For Sale.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE and GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & FORT. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN ON PERCENTAGE OF DIVIDEND.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	{ £1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1-15/- @ exchange 1/104 = \$18.66 1/2 for first half-year 1905 .....	5 1/2 %	\$100 London 204 \$58 buyers
National Bank of China, Limited .....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905 .....		\$58 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,400,000 81,739	\$150,494	\$17 for 1903 .....	5 1/2 %	\$131 buyers
China Traders' Insurance Company, Limited .....	24,000	\$83-33	\$25	{ \$950,000 \$151,992 \$363,366 \$371,443	Nil	\$4 1/2 for year ended 30.4.1904 .....	5 1/2 %	\$77 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/16 1904 .....	8 1/2 %	Tls. 82
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$1,850,000 £20,000 \$172,749 \$893,114 \$846,773	\$2,078,097	\$35 for 1903 .....	4 1/2 %	\$78 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$50	{ \$750,000 \$5,000 \$5,894	\$486,284	\$12 and \$3 special dividend for 1903 .....	8 1/2 %	\$124
FIRE INSURANCE.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$10,000 \$218,093 \$3,241	\$329,047	\$6 dividend & \$1 bonus for 1903 .....	8 1/2 %	\$87 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$10,000 \$1,200,503	\$369,374	\$34 for 1903 .....	10 1/2 %	\$130 sales
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$5,000 \$185,000 \$185,433	\$8,832	\$1 for 1904 .....	5 1/2 %	\$20 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$100,000 \$10,000 \$18,433	Nil	\$2 for year ended 30.6.1904 .....	5 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamship Co., Ltd. ....	80,000	\$15	\$15	{ \$600,000 \$145,375 £120,000	18,054	\$1 for first half-year 1905 .....	7 1/2 %	\$268 buyers
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	{ £221,154 £1,999	£4,435	12 1/2 @ 1/104 = \$6.29, 51 for 1904 .....	6 1/2 %	\$91 buyers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905 .....	7 1/2 %	Tls. 58 sales
Do. (Preference) .....	100,000			{ £400,000 \$4,116	£58,852	Interim of Tls. 1 1/2 for 1905 .....	7 1/2 %	Tls. 48 sales
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ £1,000,000 \$10,000 \$18,433		Interim of 1/- (Coupon No. 5) for 1904 .....	4 1/2 %	\$33 buyers
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	{ \$20,000 \$24,357	\$929	{ \$1.80 for year ending 30.4.1905 \$2.90	5 1/2 %	\$13 sellers
Straits Steamship Company, Limited .....	5,000	\$100	\$100	{ \$200,000 \$10,000 Tls. 98,000	\$21,231	\$10 for 1904 .....	6 1/2 %	\$142 buyers
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 19,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905 .....	13 1/2 %	Tls. 20 sales
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$450,000 \$150,000	\$42,812	Interim of \$10 for 1905 .....	10 1/2 %	\$330
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none	Dr. \$85,987	\$3 for 1897 .....		\$12 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.04 .....	3 1/2 %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £40,000 £12,189	£7,820	Interim of 1/- (No. 4) .....		Tls. 8 buyers
Oriental Consolidated Mining Company, Limited ..	500,000	G \$10	G \$10	{ none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5) ..		G \$17
Raub Australian Gold Mining Company, Limited ..	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....		\$34 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited .....	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 94,924	Final of Tls. 8 making Tls. 13 for 1904/5 ...	9 1/2 %	Tls. 141
Fenwick (Geo.) & Co., Limited .....	13,000	\$25	\$25	{ \$70,000 \$150,000 \$58,473 \$10,000 \$300,000	\$8,577	{ \$2-75 for 1904 on old capital First year .....	7 1/2 %	\$47 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$150,000 \$58,473 \$10,000 \$300,000	\$19,422	Interim of \$2 1/2 for 1905 .....	4 1/2 %	\$103 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	60,000	\$50	\$50	{ \$41,500	\$501,332	\$6 for first half-year 1904 .....	6 1/2 %	\$193
New Amoy Dock Company, Limited .....	6,000	\$60	\$60	{ \$55,500 Tls. 48,219	\$489	\$1 1/2 for 1903 .....	7 1/2 %	\$17 sellers
Shanghai and Hongkew Wharf Company .....	32,000	Tls. 100	Tls. 100	{ Tls. 59,884	Tls. 10,711	Interim of Tls. 6 for 1905 .....	6 1/2 %	Tls. 186 buyers
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	{ \$2,100,000	\$206,645	\$20 for 2nd half-year making \$26 for 1904 ..	6 1/2 %	\$10 buyers
Yangtze Wharf and Godown Company, Limited ..	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904 .....	9 1/2 %	Tls. 194 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	Tls. 50	Tls. 50	{ Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905 .....	9 1/2 %	\$28 sales
Astor House Hotel, Limited (Tientsin) .....	2,000	Tls. 50	Tls. 50	{ Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9 .....	6 1/2 %	Tls. 135 sellers
Central Stores, Limited .....	6,000	\$15	\$15	{ \$20,000	\$1,502	{ Final of 50 cents making \$1.50 for 1904 None	10 1/2 %	\$18 sales
Do. (Founders) .....	123	\$15	\$15	{ \$20,000	\$1,502	{ None		\$100
Do. (New Issue) .....	24,000	\$15	\$15	{ \$20,000	\$1,502	{ Preferential of 7 per cent for 1904 .....	7 1/2 %	\$71
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$68,975 \$31,082	\$10,136	\$5 for first half-year 1905 .....	6 1/2 %	\$147 sales
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ \$350,000	\$37,875	Interim of \$3 1/2 for 1905 .....	5 1/2 %	\$128 sales
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	{ Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905 .....	13 1/2 %	Tls. 194 buyers
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	{ \$200,994	\$11,958	Interim of \$4 .....		\$105
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$50,000	\$11,958	90 cents for 1904 .....	7 1/2 %	\$124 buyers
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	{ none	\$377	\$3 for 1904 .....	7 1/2 %	\$40
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	{ Tls. 228,813	Tls. 40,666	Interim of Tls. 3 for 1905 .....	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited .....	1,400	Tls. 50	Tls. 50	{ none	Tls. 670	Interim of Tls. 3 for 1905 .....	12 1/2 %	Tls. 45 sellers
Tientsin Land Investment Company, Limited .....	7,126	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905 .....	6 1/2 %	Tls. 174 buyers
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	{ none	Tls. 5,150	None		Tls. 12
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none	\$1,247	Interim of \$1 1/2 for 1905 .....	6 1/2 %	\$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ none	Tls. 12,844	Tls. 4 for year ended 31.10.1903 .....	8 1/2 %	Tls. 521 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$30,000	\$23,264	\$3 for the year ending 31.7.05 .....	6 1/2 %	\$141 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 31,669	Tls. 13,629	Interim of 3 1/2 a/c 1898 .....		Tls. 45 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 10,000	Interim of 4 1/2 a/c 1898 .....		Tls. 10 sales
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 1/2 for 1897 .....		Tls. 350 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited .....	4,000	\$100	\$100	{ none		First year .....		\$115 sellers
Bells Asbestos Eastern Agency, Limited .....	8,504	12/6	12/6	{ £374	£770	1/3 per share for 1904 .....	6 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	{ none	\$1,182	\$3 for 1904 .....	8 1/2 %	\$36
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ none	\$1,182	\$3 for 1904 .....	8 1/2 %	\$118
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 730	Interim of Tls. 5 for 1905 .....	8 1/2 %	Tls. 771 sellers
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ \$38,000	\$7,330	None		\$10
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	{ \$30,000	\$7,330	80 cents for 1904 .....	9 1/2 %	\$9
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	{ \$300,000	\$95,054	\$1 1/2 for year ending 31.7.1903 .....		\$17 buyers
Green Island Cement Company, Limited .....	150,000	\$10	\$10	{ \$500,000	\$95,054	\$2 for 1904 .....	7 1/2 %	\$28
Hall & Holtz, Limited .....	21,000	\$20	\$20	{ \$186,000	\$7,551	Final of \$1 1/2 making \$2 1/2 .....	9 1/2 %	\$27 sales
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	{ £35,394 £5,000	£5,188	£1 div. and 2/- bonus for 1904 .....	7 1/2 %	\$175 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$10	{ none	\$2,451	{ \$1.00 for year ending 30.4.1905 50 cents	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,150	\$100	\$100	{ \$50,000	\$2,796	\$15 for year ending 30.1.1904 .....	5 1/2 %	\$91 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$30,000	\$1,355	Interim of \$4 for 1905 .....	7 1/2 %	\$327
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	{ \$60,000	\$11,137	\$10 for 1904 .....	7 1/2 %	\$15 buyers
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	{ \$25,000	\$2,500	Interim of 50 cents 30.6.04 .....	13 1/2 %	\$14
Lane, Crawford & Co., Limited (Shanghai) .....	2,500	\$100	\$100	{ none	\$21,682	Final of \$9 making \$14 for 1904 .....	9 1/2 %	\$145 sales
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	{ Tls. 528,210 Tls. 49,465	Tls. 58,949	3rd quarterly of Tls. 2 1/2, paid 15.9.05 mak- ing so far Tls. 15 for 1905 .....		Tls. 20 sales
Mondon, (E. L.) Limited .....	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 117,638	Tls. 5 for 1903 .....		Tls. 25
Philippine Company, Limited .....	67,100	\$10	\$10	{ none		First year .....		\$8 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,800	\$50	\$50	{ none	Dr. \$5,537	None		\$50
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 108,173	Tls. 6,011	Interim of Tls. 5 1/2 for 1905 .....	7 1/2 %	Tls. 123 sales
Shanghai Horse Bazaar Company, Limited .....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904 .....	2 1/2 %	Tls. 30 buyers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ Tls. 45,000	Tls. 6,968	Interim of Tls. 4 for 1905 .....	8 1/2 %	Tls. 154 buyers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820	Tls. 1,297	Final of Tls. 6 making Tls. 9 .....	13 1/2 %	Tls. 28 sales
Shanghai Waterworks Company, Limited .....	7,200	£20	£20	{ Tls. 170,000	Tls. 25,000	Interim of 15/- for 1905 .....	4 1/2 %	Tls. 444 sales
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none	Dr. \$5,068	None		\$20
Steam Laundry Company, Limited .....	15,000	\$ 5	\$ 5	{ none	\$2,444	50 cents for year ended 31.5.04 .....	7 1/2 %	\$10
Straits Ice Company, Limited .....	2,000	\$100	\$100	{ \$15,000	Tls. 1,013	\$5 for 1905 .....		\$10
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 4,000	Tls. 1,013	Final of Tls. 4 1/2 making Tls. 6 1/2 for 1904/5 ..		Tls. 121 sellers
United Asbestos Oriental Agency, Limited .....	9,000	\$10	\$10	{ \$22,000	\$5,551	50 cents 2 for year ended 31.5.1905 .....	1 1/2 %	\$40 buyers
Do. (Founders) .....	100	\$10	\$10	{ \$22,000	\$5,551	\$1.50 for 1905 .....		\$40
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$90,000	\$6,006	Final of 50 cents making \$1 for 1905 .....	7 1/2 %	\$141 sales
Williams Powell, Limited .....	12,000	\$10	\$10	{ \$12,000	\$3,889	Interim of 50 cents for year ending 31.12.04 ..	8 1/2 %	\$11 buyers